

~~SECRET~~ ~~CONFIDENTIAL~~

2-3-88 / 17 NOV 67

OPEN / SUSPENDING

CAPPELLI

~~CONFIDENTIAL~~

THIS SAR MISSION WAS TO RECOVER THE PILOT OF AN
(F-105D) DOWN APPROX 40 MI S.W. OF HANOI. ANOTHER
F-105D FLT (BISON) HAD A VISUAL ON THE CHUTE AND
BEEPER CONTACT ON 2 PARA ONE'S DESCENT. ALERTED
BY CROWN ONE (HC-130P) SAR FORCES CONSISTING OF
ONE (HH-3E) AND FOUR (A1S) WERE DIVERTED FROM SAR
ORBIT AND SENT ACROSS THE BORDER. SANDY LEAD AND OLDS
FLT (F-4) REPORTED INTERMITTENT BEEPERS AND
FOREIGN VOICES ON GUARD. THE GENERAL AREA WAS
SEARCHED WITH 50% EFFECTIVE BY ELECTRONICS ONLY.
AS THE SAR AREA WAS HEAVILY POPULATED AND HAD
(YARDS) 6500 OVERCAST IT WAS RECOMMENDED THAT A SAR WAS
DOUBTFUL AND BELIEVED THE ACM HAD BEEN CAPTURED.
SAR WAS SUSPENDED. NO RESCUE OR RECOVERY ACCOMPLISHED.

TOTAL 7 SURTIES AND 18+15 HOURS ON MISSION

Classified by _____
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS. 7 FEB 1977
DECLASSIFIED ON _____

~~CONFIDENTIAL~~

Downgraded to CONFIDENTIAL

25 MAR 1970
(Date)

14W APR 205-2

DOWNGRADED AT 2 YEAR INTERVALS
DECLASSIFIED AFTER 18 YEARS
DOO DIR BRCC/10

(SLIDE)

~~CONFIDENTIAL~~

ARODC # 671390

~~SECRET~~

4.3K(3)

SUBJECT: Mission Narrative, 17 November 1967; Msn # 2 - 3 - 88

23 NOV 1967

TO: 3ARRGp (C)

~~CONFIDENTIAL~~

1. (U) This report is submitted in accordance with ARRS 55-2/3ARRGp Sup 1, dated 15 June 67.

CAPPELLI

2. (S)(GP-4) Jolly Green 37, while enroute from Ch 89 to L-36, single ship, heard a call on guard at 0809 that Zebra lead was down. The initial position was 070/96 from Ch 97 which was 20 NM southwest of target area. A good chute was reported and a beeper signal was picked up. UHF radio was very cluttered so channel 1 was used for a DF joinup with Sandy 3. North Station was off the air making navigation very difficult due to a solid undercast with tops at 7000 feet. Our flight altitude was 8000 feet, LF ADF was used for primary navigation. ETA to North Station was 0830L and to the border was 0905L. Both ETA's were good. At 0845 Zebra 2 reported a revised position of 080/96 from Ch 97. At that time foreign language voices were heard on guard channel. We departed the border at 0905 with an ETA of 0945L to the SAR area, beeper and voice had all been lost. At 0912L the effort was started and Jolly Green 37 proceeded toward the area. At 0916L Olds flt reported an intermittent beeper. At 0927L instructions were received to hold at present position which was approximately 15 NM out of scene. Weather was still a solid undercast. At this time Olds flight again reported a beeper. Jolly Green computed bingo time of 0957L to make pickup and hit the tanker at North Station. We advised Crown 1 to start towards that position. At 0934L we were directed by Compress to proceed to North Station for aerial refueling. Olds flight and Sandy's report constant foreign language voices on guard. The effort was called off at 0946L. Jolly Green 37 completed air refueling at 1025L and recovered at 198 at 1125L. Weather was a solid undercast throughout total effort. Considerable foreign voices on FM frequency caused communication problems with Sandy aircraft. A new frequency might be advisable. Crown 1's assistance during air refueling effort was excellent. No hostile activity was encountered.

3. (U) The name of the survivor(s) is unknown.

Downgraded to CONFIDENTIAL

4. (U) Crew of Jolly Green 37 were;

28 FEB 1970

AW AFR 205-2

(Date)

Powell Moore, Major RCC
Andrew J. Gonos, 1st Lt, RCCP
Bernard W. Grau, SSgt, FE
Jules C. Smith, Sgt, PJ

Classified by
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 12 FEB 1977

Powell Moore
POWELL MOORE, Major, USAF
Rescue Crew Commander

~~CONFIDENTIAL~~

1-370ps 67-42

Of 1 of 6 Cys

~~SECRET~~

ARDC # 671390

67-00-5439